

Intimations.



Throughout the Manufacture of this justly celebrated brand of Table Waters all ingredients used are guaranteed of purest quality. The machinery used is the most modern type and we have gone to great expense to erect our plant on latest scientific principles which has such a great advantage over the old process of manual labour still in vogue through the Colony, thereby further ensuring the purity of our products.

The Manufacture is under the personal supervision of a QUALIFIED ENGLISH CHEMIST, who has devoted years to bring this branch of the trade to perfection.

The Water used is analysed daily to ensure of its absolute purity, and when we say that our method of manufacture has been approved by Sanitary and Medical Authorities, it is in itself a sufficient guarantee.

WATKINS, LIMITED,
66, QUEEN'S ROAD CENTRAL.
Hongkong, 3rd May, 1902.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 37½ lbs. Net ex Factory.
\$5.50 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th March, 1902.

ST. JOSEPH'S COLLEGE,
HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

THE TWO POPULAR SCOTCH WHISKIES

ARE THE CELEBRATED

"HOUSE OF COMMONS"

Better known as

"Black and White"

[White Seal]

AND

BUCHANAN BLEND

[Red Seal]

Distillers by Appointment to

His Majesty the King



SOLE AGENTS:
LANE, CRAWFORD & CO.,
HONGKONG.

BANJOS
STEWART AND BAUER'S
"20th Century" and "Thoroughbred"
also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the above Port, TO-MORROW, the 21st instant, at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAK & Co.,
General Managers.
Hongkong, 20th May, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above

on THURSDAY, the 22nd instant, at 1 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th May, 1902.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain A. Stewart, will be despatched for the

above Port, on SATURDAY, the 24th instant, at 1 P.M.

The Attention of Passengers is directed to the

Excellent Accommodation provided by this

Steamer. She is fitted throughout with Electric

Light and is supplied with a Refrigerating

Chamber.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 20th May, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"PERLA,"

Captain G. T. Blackland, will be despatched for the

above Port, on SATURDAY, the 24th instant, at 5 P.M.

The Attention of Passengers is directed to the

Excellent Accommodation provided by this

Steamer. She is fitted throughout with Electric

Light and is supplied with a Refrigerating

Chamber.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 20th May, 1902.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETIA MARU,"

3,876 Tons.

Captain Tate, will be despatched hence for

MANILA, on THURSDAY, the 20th instant, at Noon.

Magnificent accommodation. Comfortable

cabins. Excellent table. Unrivalled speed.

Electric light. A Doctor and Stewardess.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Prince's Buildings,
Ice House Street.

Hongkong, 20th May, 1902.

Today's Advertisement.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship

"SADO MARU,"
having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk on the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-MORROW.

Goods not cleared by the 27th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 3rd instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 20th May, 1902.

Intimation.

A. S. WATSON AND CO., LTD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SHERRY.

B. Superior Pale Dry, Dinner Wine, Green Seal Capsule \$10.80 \$0.90

C. Manzanilla, Pale Natural Sherry, White Capsule 12.00 1.00

G.G. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule 14.40 1.20

D. Very Superior Old Pale Dry, Choice Old Wine, White Seal Capsule 16.20 1.35

E. Extra Superior Old Pale Dry, Very Finest Quality (old bottled), Black Seal Capsule 24.00 2.00

B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine vintage.

ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. Geo. G. SANDERMAN, SONS & Co., of London, Oporto and Xeres:

LIGHT DRY Per doz. Per bot.
\$15.00 \$1.25

SOLEIRA 21.00 1.75

VERY PALE DRY 21.00 1.75

FULL GOLDEN 24.00 2.00

PALE DRY NUTTY 27.00 2.25

FINE OLD BROWN 36.00 3.00

MADEIRA.

GOOD Per doz. Per bot.
15.00 1.25

FINE 24.00 2.00

A. S. WATSON & Co., LIMITED,
The Hongkong Dispensary.

DEATH.

On the 12th inst., at Frankfurt House, 1 Lloyd Road, Singapore, of typhoid fever, JESSIE, the youngest daughter of Mr. A. Koenitz, aged 14 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 20, 1902.

NOTES AND COMMENTS.

The Colony's Loss.

We regret to learn that the Colony is to lose another of its leading men, and that very shortly. Owing to the indisposition of one of the London Managers of the Chartered Bank of India, Australia and China, the Hon. T. M. WHITEHEAD has been transferred to the Head Office temporarily and will leave the Colony by the *Doric*, on the 7th June. Whether Mr. WHITEHEAD's absence is to be permanent or temporary is at present unknown, and for the sake of the Colony we trust that it will only be a temporary one, though naturally we should like to see him permanently established at the head office of the Bank.

Mr. WHITEHEAD is leaving the Colony at a very critical period in its history. So far Hongkong has been allowed to grow very much at its own sweet will, and, as happens in a badly tended garden, injurious weeds, in the shape of insanitary houses, etc., have been allowed to spring up and obtain such a hold upon the soil that there is a danger of the whole garden being ruined by them. In fact, the gardeners of the Colony, as represented by the officials, have been remiss in their weeding operations and careless in the selection of their seeds, with the result that

the Colony is reaping a crop in which a host of worthless and harmful things are included and to eradicate which will require the expenditure of a great deal of time, trouble and money.

These gardeners have to some extent been awakened to the true state of affairs, but they have become so imbued with the old, slothful habits that they require a sharp eye upon them to keep them up to their duties, and it was to Mr. WHITEHEAD that the Colony looked to act as a general overseer now and again, and awaken the gardeners whenever they evinced a desire to indulge in a little quiet nap in the shade.

In other words we must have the Colony placed upon a thoroughly sanitary footing—and to do so is a colossal task. It will cost hundreds of thousands—perhaps millions—of dollars, must mean sacrifices for everybody, more or less, and the necessary sanitary measures will meet with much opposition. So much opposition is to be anticipated that we fear that our officials, unsupported by the outspoken and clear-sighted Mr. WHITEHEAD, will shrink from their unpleasant task and allow matters to drag on in the same slipshod, unsatisfactory manner. Then too, the Colony is rapidly extending, and it behoves those responsible for its laying out to see that the old, insanitary plans of narrow streets, skyscraper buildings and pestiferous slums are not permitted further, and their place taken by broad thoroughfares and well-lighted and ventilated lanes. It may cost a little more in the beginning, but will prevent such calamities as we have seen coming upon the Colony of late years from overcrowding. It was for this that we required Mr. WHITEHEAD. We wanted him to keep our officials up to the mark. To act as a spur and whip to them and prevent them from imagining for a moment that so long as they themselves were satisfied all must be well and in order. But we are to lose Mr. WHITEHEAD, and we greatly fear that there will be nobody capable of taking his place. The last words of the great empire builder, CHAS. ROBERTS, most aptly describe the situation:—"So much to do, so little done," and in such a position we can so ill spare the one man on the Council with no axe to grind; the one man whose position in the Colony is such that he can never be tempted to neglect the true public weal from interested motives.

But it is not only in our little world of politics that Mr. WHITEHEAD's departure will be regretted. Our sportsmen one and all will mourn the absence of the keen polo player, and his stalwart figure and genial kindly nature will be greatly missed. In fact there were two WHITEHEADS; one the Hon. THOMAS WHITEHEAD, Manager of the Chartered Bank and Member of Council, and the other the plain WHITEHEAD of the world of sport, the jolly host and enthusiastic sportsman, ever ready to join in any manly game in season and ever as willing to help the youngster with a word or two of good advice. These are the two gentlemen to whom we so soon have to bid Goodspeed, and whose faces we shall so sorely miss.

REUTER'S TELEGRAMS.

CRICKET.

AUSTRALIANS VERSUS ESSEX.

LONDON, May 17th.

The cricket match Australians versus Essex was unfinished owing to rain.

MR. CHAMBERLAIN ON PEACE PROSPECTS.

Mr. Chamberlain speaking at Birmingham, wished that he could say the war in South Africa was coming to an end. He was hopeful but not sanguine. The mistake of Majuba would not be repeated. The British Government would not swerve from its intentions.

SOUTH AFRICA.

A SUCCESSFUL DRIVE.

Details to hand of General Ian Hamilton's drive along the Bechuanaland block-house line prove it to have been the most successful movement ever made in that region. Four hundred prisoners were taken including many rebels, several Commandants and Delarey's brother. Commandant Vanzyls and his entire convoy are also among the captures.

LOCAL AND GENERAL.

PARCEL MAILS for Europe, &c., per s.s. *Ballaarat* will close at 3 p.m. on Friday, the 23rd inst.

KOWLOON is now enjoying a full water supply, thanks to the abundant rainfall of the past few days.

CHIEF OFFICER STEWART, of the *Lightning*, will be promoted to command the *Arratoon Apcar*.

CHOLERA IN HONGKONG.—Five cases of cholera were notified during the 24 hours ended at noon to-day.

MRS. G. J. W. KING, and the four Misses King, of 28 Caine Road left for Tientsin, via Shanghai, on the *Kwang Lee* this afternoon.

CAPT. FEY, late commander of the *Arratoon Apcar*, and Mrs. Fey leave to-morrow by the *Athenian* on a visit to Vancouver.

A HAWKER was yesterday fined \$10 or 3 weeks for assaulting P. C. 815 by throwing a brick at him, when told to move on.

FORMOSA.—By the statistics published by the government of Formosa, we learn that on the island during the first quarter of this year, out of 514 cases of bubonic plague, 390 were fatal.

COTTAM & CO. FOR SUN HATS.

JAPAN.—The Society of Agriculture of Nagasaki, have organised an important exposition which opens 7th January 1903.

THE LOONG SANG.—The Loong Sang, detained in quarantine on account of a death amongst her crew, was released yesterday at 2 p.m.

NOT OFFEN SEEN.—The Hongkong and Kowloon Wharf and Godown Company's wharves have been vacant for some days.

AN ORDER OF BANISHMENT.—Li Sin alias Li Choy was yesterday sent to prison for 1 year for disobeying an order of banishment.

CHOLERA IN MANILA.—The total number of cases of cholera in Manila up to 8 a.m. on May 17th was 1,388, out of which 2,092 have proved fatal.

THE CHINESE AUTHORITIES estimate the population of the empire at 417,947,345, not including Manchuria which contains 1,500,000 inhabitants.

THEFT.—Cheng Chan Yung, from San On, was sent to prison for one month for stealing a brown ponjee jacket, value \$2, from Kwan Ping on the 19th instant.

BY THE CLOCK TOWER at 7.50 p.m. yesterday an Indian collapsed in the street. One of his countrymen in the police force, summoned a chair, and took him to hospital.

THE MIKADO, on the occasion of the Cherry blossom festival invited 20 naval officers from the British cruiser *Talbot*, Italian cruiser *Marco Polo*, and the German cruiser *Hertha*.

COMMON ASSAULT.—Yip Hup Sang, cook No. 15 Knutsford Terrace, Kowloon was yesterday fined \$5 or 14 days for assaulting an Indian Constable in the execution of his duty.

FIELD MARSHAL LORD WOLSELEY, who commands the colonial troops, remains in London for the co-ordination of his general quarters will be established at Alexandria Palace.

HONGKONG HAS BEEN DECLARED by the Singapore Government to be infected with plague, and a notification to this effect was issued this afternoon as a *Government Gazette* extraordinary.

ON SUNDAY NIGHT a Chinaman entered a native temple at Tai Hang village and with a false key opened a drawer from which he took \$8.40. He was yesterday sent to gaol for three months.

THE EUROPEAN EMPLOYE of the Robinson Piano Company, charged at the Singapore Assizes with criminal breach of trust of \$1,263, has been sentenced to 18 months imprisonment.

THE GARROTE was used for the first time in the history of Americans in the Philippines at noon on the 9th inst. when a native murderer was executed at Liagayan, the capital of the province of Pangasinan.

FLOODED OUT GARDENS are to be met with in many places along the new road to Kowloon City, the Public Works folk evidently having made their drains for a drought and not for a normal wet season.

ZETLAND HOUSE, No. 1, Queen's Road, has just been opened as a boarding establishment. Breakfasts, dinners and dinners are supplied at a moment's notice and patronisers are sure of receiving every attention.

THE BANK HOLIDAY gave fair promise of being a wet day, but as the morning lengthened clouds dispersed and the sun shone strongly. Most of the Government offices and banks were closed and many citizens had enjoyable outings.

CHILD STEALING.—Chan Fuk, of Nullah Lane, and Wong Ut Che, of To Kwa Wan, widow, were this morning sentenced to 6 months hard labour for taking away a male child under the age of 14 years with intent to deprive the parents of his possession.

LARCENY.—Wong Tong, coolie, was this morning sent to prison for 3 months for stealing 3 pairs of spectacles, 1 copper chain, 2 pipe taps, 1 cigar holder, 1 Razor, 1 pair scales, 4 horn boxes, 1 pillow box, and some books and paper value \$26, from a native salesman.

REMOVING A DEAD BODY.—Ho Che, living at No. 29 Austin Road, has been sent to prison for four months for removing a dead body, at Hong Hoi, without written sanction from the Medical Officer of Health or the Secretary of the Sanitary Board, on the 19th inst.

KING EDWARD, has offered a prize of £2,000 for a yacht race which will number in the fleet of the coronation sports. The competitors will include, Emperor Williams, Yacht *Meteor*, the New York Yacht Club's *Columbia*, and Sir Thomas Lipton's *Shamrock II*.

NUISANCE.—Tsang Tung, of 42 Stanley Street, was summoned upon the information of Mr. H. P. Tooker of the P. W. D. for unlawfully throwing soil and rubbish into a stream or water course situated on Crown Land, Conduit Road. He was yesterday fined \$20 or 1 month.

MYSTEROUS DISAPPEARANCE.—A Nagasaki despatch to the vernacular papers reports that Yio, 000 has mysteriously disappeared at the local office of the Hongkong and Shanghai Banking Corporation. Two Chinamen suspected of stealing the money have been arrested.

BELATED PLANTING OPERATIONS are being pushed forward with great vigour in the New Territory. In some places the Chinese have been able to get in a few fields of rice at the usual planting time, but in most cases it has only just been planted and a late harvest will result.

THEFT AT THE Ho Kan alias Ho Sotter employed at a not guilty to indictment stealing and opening party of the Post Office.

THE same jury case was returned, while the Acting Attorney General (the Hon. A. C. W. W. H. L. Denny, appeared for the prisoner, who pleaded not guilty to the charge of stealing a knife, value \$1.00, from a native salesman.

THE Acting Attorney General, who appeared for the prisoner, who pleaded not guilty to the charge of stealing a knife, value \$1.00, from a native salesman.

COTTAM & CO. FOR SUN HATS.

INTIMIDATION.—Lam On, was charged by L. N. Ship, coolie with intimidating, and also with beating and assaulting the complainant on 18th at Shau-ki-wan. He was yesterday fined \$15 or 1 month hard labour, and was further bound over in the sum of \$200 to be of good behaviour for 12 months.

THE HEAVY RAIN of the last few days has caused the stream just beyond Kowloon City to carve its way well into the Chinese cemetery on the foreshore there, with the result that one or two Chinamen sleeping their last sleep in that locality are in danger of taking an enforced trip out to sea in the event of further rainfall. Yesterday afternoon the end of one coffin was projecting well over the stream.

TEMPORARY THEATRE.—Ng Hei, of Shau-ki-wan was this morning fined \$5 or 6 months hard labour for behaving in a disorderly manner at Shau-ki-wan. It appears that P. S. 54 was called by the watchman to eject the defendant from getting into a theatre and he refused to go away. The Sergeant pushed him away whereupon the defendant caught hold of the sergeant's tunic and attempted to strike him with an umbrella.

PROGRAMME OF MUSIC to be performed by the Band of the 2nd Royal Welsh Fusiliers on the new Parade Ground from 5 p.m. to 6.30 p.m. to-morrow, the 21st instant, (weather permitting.)

1. March Hensel Wagner.
2. Overture Schubert Wagner.
3. Selection Les Cloches de Corneville Bizet.
4. Selection Les Cloches de Corneville Bizet.
5. Selection Les Cloches de Corneville Bizet.
6. Selection Les Cloches de Corneville Bizet.
7. Selection Les Cloches de Corneville Bizet.
8. Selection Les Cloches de Corneville Bizet.
9. Selection Les Cloches de Corneville Bizet.
10. Selection Les Cloches de Corneville Bizet.

THE "X RAYS" IN BANGKOK.—Dr. Hays has got out a Roentgen ray's apparatus, the first in Siam. It has already been successfully used in the case of a man who had a gunshot wound in his hand some time since, and who has ever since had a stiff finger. The apparatus revealed a tiny splinter embedded over the joint. The X-rays have also great therapeutic advantages when applied to old ulcers, observes the local paper, and it is certainly a good thing for Bangkok that there should be such an apparatus in the town.

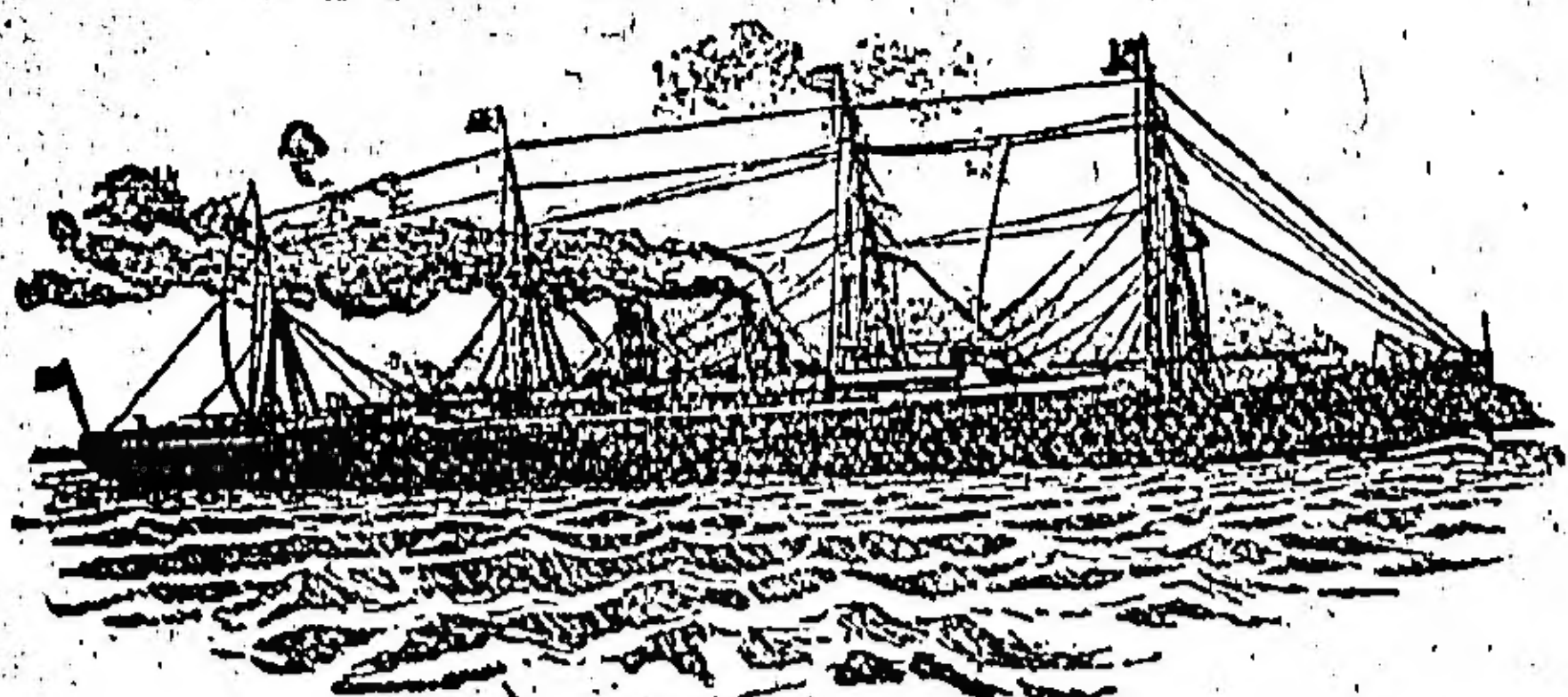
REMARKABLE ESCAPE FROM DEATH.—A fisherman of Shimajiri, in the Liachu islands, has arrived in Shanghai after a remarkable escape from death. His story is that while he and two companions were out fishing on the 3th April around their island home, between Formosa and Japan, they were blown out to sea by a strong gale. They were pitched about in their frail craft in a furious sea for very nearly four weeks, during which time two of the men were washed overboard and drowned. The survivor had scarcely any food or water left when his storm-tossed little craft was carried to the island of Yushan, near Ningpo, where he was rescued by Chinese fishermen from the coast of Shan-Shan-hsien. He was very well treated by Magistrate Huan of Lohsien who sent him to Ningpo. The fortunate survivor of this remarkable adventure has been handed over by Yuan Taorai to the Japanese Consulate.

LEGAL INTELLIGENCE.

HELLING FOOD WORKS, PECKHAM, LONDON, ENGLAND

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	FRIDAY, 23rd May, at Noon.
"CHINA"	SATURDAY, 31st May, at Noon.
"DOBO"	SATURDAY, 7th June, at Noon.
"NIPPON MARU"	TUESDAY, 17th June, at Noon.
"PERU"	TUESDAY, 24th June, at Noon.
"COPTIC"	THURSDAY, 3rd July, at Noon.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 23rd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

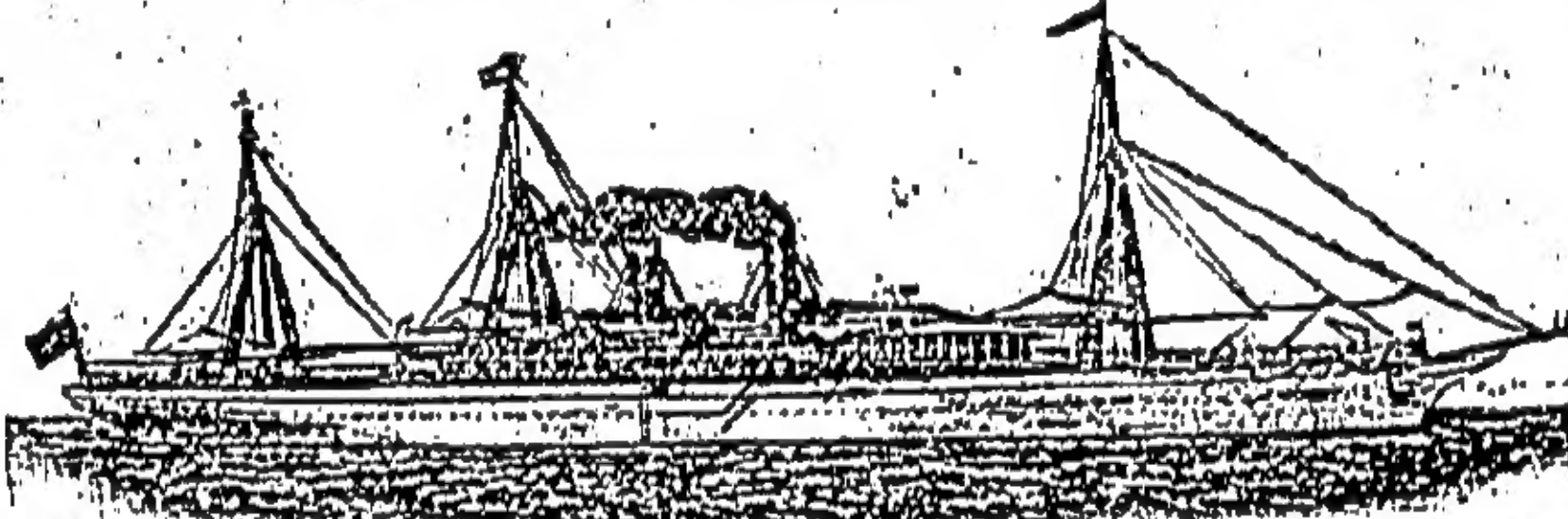
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 17th May, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. ATHENIAN	Comdr. H. Mowatt	WEDNESDAY, 21st May.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 4th June.
TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 21st June.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 25th June.
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 16th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which carry Passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 14th May, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	21st May.	Freight.
SELBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	4th June.	Freight.
BREMER	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	18th June.	Freight.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1st July.	Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th July.	Freight.
MADSEN	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	30th July.	Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).		
SILESIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Intimations.

NOTICE.

THE OFFICES OF THE HONGKONG TELEGRAPH CO., LIMITED, have now been REMOVED TO No. 35, QUEEN'S ROAD CENTRAL.
Hongkong, 28th April, 1902.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,

Apply to

S. J. GODWIN,
Acting Manager.

Hongkong, 29th January, 1902.

DROZ & Co.,

WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCHES & CHRONOMETERS.
TRADE MARKS:
MAXIM, BERNIA, &c.

REPAIRS OF WATCHES AND CLOCKS
by competent European experts at
Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1902.

CHEONG SHING.

No. 39, Queen's Road Central,
(Opposite to Messrs. GAUFF & Co.)

DEALERS IN
Jewellery and Silks, Pearls and Jade-stone
Ware, Ivory Ware and Curious Chinese
Goods of all kinds.

And also General Exporters.
An inspection is respectfully solicited.
Good quality and good workmanship
guaranteed.

Prices lower than other shops in the same
line of business.

TAI LOONG.

1 and 3, Lyndhurst Terrace,
FOR Fancy Muslins and Piques, Flowered
Delaine, Ladies' and Children's Shoes,
New Chiffon Hats.

Hongkong, 1st May, 1902.

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to receive, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1898.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA)—
DENTIST.

No. 4, Queen's Road Central.
Hongkong, 3rd January, 1902.

HONG SING,

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest
Patterns in Cloth, Canvas, and
Ducks. Complete Gentlemen's Outfitting.
Hongkong, 30th August, 1901.

SANG MOW,

DEALER IN
Bamboo Furniture, Bamboo Blinds and
Matting of All Colours.

No. 45, Queen's Road, Central.
Price Lists on Application.
Orders Executed Promptly.

Hongkong, 12th May, 1902.

G. GIRAUULT, for TABLE DELICACIES,
by every Mail.

REPORTED DEFEAT OF THE
CHIBLI REBELS.

ALLIED CAPTURE OF THEIR CHIEF.
PEKING, 12th May 8.00 p.m.

The rebels in South Chibli have been, according to official Chinese reports, completely defeated after a two days battle. Their chief Ching Ting-pin has been captured. The losses of the rebels are reported to be 1,300 killed—China Gazette.

EXTRAORDINARY REPORT
FROM KALCAN.

ALLEGED RUSSIAN AGGRESSION.

It is reported says the *Sin Wapoo* that *Hail Wapoo* is in receipt of an official despatch from Chung Chikuan (Kalgan) saying that Russian troops arrived at that place some time ago on the pretext of coming on a game-hunting trip. On being asked for passports or other official documents they, without saying anything, opened fire and wounded many Chinese. The writer asked that enquiries should be made in the matter at the Russian Legation, which should be asked if the troops in question had been officially sent or not, and in any case to request them to leave as the people were much frightened, lest the affair might cause further trouble, &c. The *Wai Wapoo* has communicated upon the matter with the Russian Minister but no answer has so far been received by the said Board.

THE U.S. FLEET IN THE EAST.

YOKOHAMA AND KOBE AS RENDEZVOUS.

The *Japan Advertiser* says:—The day of Yokohama as a favourite rendezvous for the American warships seems to be returning, and there is hope of making the Asiatic station once more a post of assignment eagerly sought after. For a time after the Battle of Manila Bay there was much mourning in American naval circles over the probably permanent transference of operations to that quarter, whose climate and social conditions threatened to make dull music for those who had been accustomed to the gaieties of the treaty ports of Japan. Recently, however, as we have been told by one high in authority, it has become probable that owing to the great increase in the American naval force in Asiatic waters, combined with the necessity for recruiting the health of officers and crews suffering from the enervating effects of the southern climate, Yokohama and Kobe will seldom hereafter be without some representatives of the American Asiatic fleet. It is needless to say that always, as in the past, they will have the heartiest welcome here.

THE LONELY GRAVE.

THE ROMANTIC STORY OF THE MATOPPO HILLS, WHERE MR. RHODES WISHED TO REST.

One can easily appreciate the circumstances which induced the dead Colossus to select for his resting-place the solemn, peaceful grandeur of the Matoppos Hills. For it was there that the most tragic episodes of his life were enacted, and it was there also that in the dark days of the Matabele rebellion he saw men willingly sacrifice themselves in the cause of Empire.

A TRANQUIL SPOT.

But of the many brave deeds performed by the men who took part in what has been described as "the race for the V.C." near the place where his remains now rest, none surpassed the act of heroism by which Mr. Rhodes brought the war to an end. Unarmed, he rode into the heart of the enemy's encampment, called a great, indaba or conference of the chiefs, spoke to them as a father might to his rebellious children, and did not leave until he had induced them to proclaim peace. This tranquil spot, which he always loved, has now become the place of his sepulchre—a tomb more enduring than the Pyramids.

The Matoppos Hills stretch in a north-easterly direction from Bulawayo for a distance of a hundred miles, their greatest breadth being thirty-five miles. The place of burial is situated about thirty miles from the town.

"THE WORLD'S VIEW."

Near by is a part of the hills which bears the important title of "The World's Views." The prospect from any chosen summit makes a deep impression on the spectator. It is impressive without being picturesque. As far as eye can see, there is spread out before him a panorama of treeless mountains of varied shapes, mostly of abrupt outline, suggestive of a turbulent sea, still by an omnipotent hand. The base of the hills is fringed with trees, and here and there is a clump of thick bush. In places great gorges draw black lines between the mountains, which, moreover, are punctured with giant caves, where the Matabele took refuge during the rebellion, and could have held out for an indefinite period had not the genius and daring of Mr. Rhodes put an end to the outbreak.

The predominant note is massiveness and stability, for the hills are of granite; but the hardness is toned by the green of the lower foliage and the soft, velvety azure of the sky above. It was the poet Cecil Rhodes which impelled him to his choice.

GOLD SEEKERS OF LONG AGO.

In places the traveller comes upon groups of ruins, which in this out-of-the-world region strangely stir the imagination.

It is difficult to realise that these habitations were occupied by gold seekers so long ago as 1000 B.C. When one thinks of Rhodesia, it is invariably of the great possibilities which the future holds for the country. But what of Rhodesia's past? Three thousand years ago, men as gold-hungry as the "greenest" prospector of to-day scoured the Matoppos and the surrounding country for the precious metal. These crumbling ruins, once contained the

factories for the retorting and smelting of the gold. In many quarters huge excavations are found where the ancients dug far down into the bowels of the earth in search of the metal. Several of these mines are still the largest on the earth's surface. The galleries are caked with layers of soot from the torches of the workers. One historian estimates that the ancient miners discovered millions of pounds' worth of gold in Rhodesia.

"LAND OF OPHIR."

These early emigrants are believed to have been Phoenicians, who, as the Old Testament shows, were a great colonising people. Several writers have lately arisen to proclaim Rhodesia as the veritable land of Ophir, "a land teeming with gold and precious stones." Hitherto India has been regarded as the Ophir of the ancients; but savants now claim that in the light of recent discoveries India must renounce that distinction in favour of Rhodesia.

One writer goes so far as to assert that Job was a Rhodesian, basing his inquiries on the words in the book of Job: "Surely there is a vein for the silver and a place for the gold where they find it." The historian attempts to identify the "place" as Zimbabwe, where ancient ruins abound. The land now known as Rhodesia was, he asserts, in Job's days one of the few civilised countries in the world. "For centuries afterwards it was overrun by savages, and the man who is to rest in the land that bears his name did more than any other to reclaim it to civilisation."

Bulawayo, where the coffin rested on its way to the hills, was until the year 1893 the royal kraal of King Lobengula. It is now a thriving town, reminiscent at each step of the man to whom it owes existence. Rhodesia is the principal thoroughfare. Government House, with a tree-lined avenue two miles long, was the property of the Colossus.

A few miles away, in the heart of the mountains, "the great white man," as the natives called him, now rests in peace. And round and about his tomb lies a monument the like of which has been raised to no other man, a monument measuring 750,000 square miles—Rhodesia.

PRINCESS RADZIWELL AND
THE LATE MR. RHODES.

Reuter's telegrams announced the other day that Princess Radziwell has been sentenced to two years' imprisonment at Cape Town for forgery of promissory notes on the late Mr. Rhodes. A Cape Town correspondent gives particulars of the case which is of peculiar interest since, as the *London Daily Telegraph* has pointed out, Mr. Rhodes left England to give evidence in the case and died in Cape Town afterwards—the case being thus the indirect cause of his death.

The Cape Town correspondent in question (who writes on Feb. 10th) says:—

A case which has excited much interest in South Africa, and possibly in other parts of the world where the names of Cecil Rhodes and the Princess Radziwell are well known, was heard here at the Supreme Court on Wednesday last. It has been before the Court for some time, but postponements were obtained in consequence of the absence of Mr. Cecil Rhodes in the northern hemisphere. The case called on was that of Mr. Louw against Mr. Rhodes and the Princess Radziwell.

THE RECOVERY OF £2,000.

On a promissory note which purported to bear Mr. Rhodes's signature. It was mentioned in court that the total sum of £23,000 was expressed in promissory notes, also alleged to carry the same signature. The lady was not present in court, but Mr. Rhodes was, and proceeded to give evidence. He promptly declared that the whole of the signatures were forgeries, that he had not signed these, nor had he signed any promissory notes for a long time, certainly not for two years. Confronted with some typewritten letters, also purporting to bear his signatures, he asserted that these also were forgeries; that he could not typewrite himself, nor could his secretary, and the only typewritten letters he might have signed would have been in the De Beers office on the business of the De Beers Company. In cross-examination he gave some account of his acquaintance and communications with the Princess. Several years ago he met her at dinner in London at the house of Mr. Moberly Bell, the manager of the "Times." Subsequently, somewhere about April, 1899, she wrote telling him she had £20,000 to invest, and asking him to recommend investments. To this he replied that he made it a rule not to recommend investments, and disliked discussing business with friends, but that anyone might get a safe 5 per cent. by subscribing to the Mashonaland Railway Debentures. Shortly afterwards, when leaving Southampton, she turned up on the ship, and asked permission to sit at his table; permission being accorded. Some little time after their arrival at Capetown, any

PRECONCEIVED NOTIONS ABOUT THE PRINCESS.

having large sums of money to invest must have received a severe shock. A lady friend of Mr. Rhodes—Mrs. Scholtz—the wife of a local medico, informed him she thought the Princess was in pecuniary difficulties. The reply of the empire-builder was somewhat enigmatic: "You can mention it to me, and if it is so, let me know the circumstances. Due enquiry was made, and it transpired the lady could not pay her bill at the Mount Nelson Hotel. The bills were duly paid—rumour says they ran into some hundreds of pounds—on condition that the lady left the country. The condition was complied with, but nothing was said about her not returning; so she returned, and is there still. Some time after her return further communication led to what would cause holders of the promissory notes to suppose there was definite and distinct reason for the issue

of the bills.

On the 21st of January, 1900, Sir C. Warren issued a dispatch which was published for the first time. It is a dispatch of the Princess Radziwell, dated 14 Feb. (the dispatch covering Buller's report of the advances across the Tugela and the retreat from Spion Kop) is as follows:—

In his note on Sir Charles Warren's report, accompanying dispatch of 30 Jan., 1900, Sir Redvers Buller expresses a very adverse opinion on the manner in which Sir Charles Warren carried out the instructions he had received. Without a knowledge of the country and circumstances it is difficult to say whether the delay, misdirection, and want of control of which Sir Redvers Buller complains were altogether avoidable, but, in any case, if he considered that his orders were not being properly given effect to, it appears to me that it was his duty to intervene as soon as he had reason to believe that the success of the operations was being endangered. This indeed is admitted by Sir Redvers Buller, whose explanation of his non-interference is hardly to be accepted as adequate.

DULLER'S CRITICISM OF WARREN.

It will be noticed that Lord Roberts in the Buller dispatch of 30 Jan., 1900, says: "The Princess Radziwell, who was with me at the time of the first attack, and who was afterwards with me at the time of the second attack, and who was afterwards with me at the time of the third attack, and who was afterwards with me at the time of the fourth attack, and who was afterwards with me at the time of the fifth attack, and who was afterwards with me at the time of the sixth attack, and who was afterwards with me at the time of the seventh attack, and who was afterwards with me at the time of the eighth attack, and who was afterwards with me at the time of the ninth attack, and who was afterwards with me at the time of the tenth attack, and who was afterwards with me at the time of the eleventh attack, and who was afterwards with me at the time of the twelfth attack, and who was afterwards with me at the time of the thirteenth attack, and who was afterwards with me at the time of the 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his estimate. We had really lost our chance by Sir C. Warren's slowness.

He seems to me a man who can do well what he can do himself, but who cannot command, as he can use neither his staff nor subordinates.

I can never employ him again on an independent command.

On the 19th I ought to have assumed command myself; I saw that things were not going well—indeed, everyone saw that. I blame myself now for not having done so. I did not, because I thought that if I did I should discredit General Warren in the estimation of the troops; and that if I were shot, and he had to withdraw across the Tugela, and they had lost confidence in him, the consequences might be very serious.

THAT FATAL HILL

What did happen on that fatal hill I learn from the dispatches now first published of General Buller and Colonel Coke Thorneycroft. Thorneycroft's report, dated Trichard's Drift, 26 Jun., has never before been published. It is terrific reading. Listen to it:

At 9 p.m. we started to march to the top of Spion Kop. I led the way with a small advanced party, crossed the dongas and advanced up the hill. As the front broadened I got the Thorneycroft's Mounted Infantry into line, right across the hill, and the remainder followed in successive lines up the last slope, when we were suddenly challenged. I had ordered the men to lie down when challenged; they did so. The Boers opened fire from magazines, which I thought they had emptied their magazines I gave the order to charge. The whole line advanced at the double and carried the crest line at 4 a.m.

There was a mist on the hill, and in the darkness it was difficult to get the exact crest line for a good field of fire, and the boilders made it difficult to dig, but we made a rough trench and breastwork. The Boers then returned with strong reinforcements from their camp, which lay concealed in a hollow on the side of a hill.

HOTTER AND HOTTER

The Boers opened fire from three guns, and a Maxim-Nordenfolt. The shrapnel fire was very accurate and burst well, sweeping the whole plateau. Gen. Woodgate was wounded early in the action, and Col. Blomfield assumed command, but he, too, was wounded. Word was sent to me that General Sir C. Warren had telegraphed that I was to assume command. I sent out more men to the flanks as the Boers were working round, and the replacing of casualties gradually absorbed all the men of the force.

The Boers closed in on the right and centre. Some men of mixed regiments at right end of trench got up and put up their hands; three or four Boers came out and signalled their comrades to advance. I was the only officer in the trench on the left, and I got up and shouted to the leader of the Boers that I was the commandant, and that there was no surrender. We retired to some rocks, but soon reoccupied the trench.

The Boers then made a desperate endeavour to shell us out of the position, and the fire caused many casualties. The Scottish Rifles came up, and I pushed them up to the right and left flanks as they arrived. There was some discussion at this time as to who was in command. Gen. Cocks said that Col. Hill was in command, but I could not find him.

THE MEN ARE SPLENDID

The heavy fire continued, and the Boers brought a gun and a Maxim-Nordenfolt to bear on us from the east, thus sweeping the plateau from the east, north and northwest, and enfilading our trenches. The men held on all along the line, notwithstanding the terrific fire which was brought to bear on them, as the enemy's guns (which now numbered five and two Nordenfolt) were absolutely unmolested. When night began to close a consultation was held.

Colonel Thorneycroft sets forth these reasons for the evacuation:

The superiority of the Boer artillery, which our guns in camp could not reach.

His lack of knowledge that any other gun than the mountain battery was coming to reinforce him.

The total absence of water and provisions.

The difficulty of entrenching, with few spades and rocky ground.

In his report Colonel Thorneycroft adds an unimpeachable line, "Lieutenant Winston Hill arrived when the troops had been driven off." It will be strange if Mr. Winston Hill is silent to-day.

A MYSTERIOUS HELIO

The mystery attaches to the helio apparently by Colonel Crofton. The helio, at 10 a.m., on the death of the helio, containing the words "Colonel Crofton wrote, denying that he had been sent by him, and that he was not engaged by an officer so late as 10 a.m." Colonel Thorneycroft's helio remarks that it is "because he saw it himself." This helio mystery did not reach the Lieut. Martin, who then Col. Crofton and the message down, and the helio was carefully illustrated in some person's copy of 24 Jan.

THE HELIO

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REMARKABLE AERIAL TOWER.

The aerial tower proposed for the St. Louis Exposition is said to be a combination of the Eiffel Tower, the captive balloon, and the Ferris Wheel, all in one, with many features added.

The tower will consist of two towers of steel. One of them will be 200 ft. in height, at the top of which is a platform 100 ft. in diameter, capable of accommodating many hundreds of people. The second platform will be 150 ft. from the ground and 80 ft. in diameter. Each landing, or platform will be encircled by a safety railing 3 ft. in height. A spiral stairway will run from the bottom to the top of the main tower.

The landing at the top will be covered with a waterproof canvas in the form of a circus tent. People on either of these landings can see for miles in any direction and get a good view of the fair grounds and buildings.

To one side of the main tower is a second structure of steel, on the top of which works a monster steel walking beam. To one end is attached a car, square in shape, with a capacity for fifty people, while just above the car is a representation of a captive balloon.

To the other end of the beam is attached a double cable, which connects with an engine at the base of the tower.

As the engine winds up this cable it elevates the balloon car until it reaches the top landing of the main tower, when the gates are thrown open and unloaded.

People may return by the car or they may descend by the stairway and get the view from each of the lower landings.

When standing on the top of the tower the country can be viewed for miles and miles around, some of the most beautiful scenery in the world being revealed.

It is confidently expected that hundreds of thousands of sightseers will go up the tower during the season, and the promoters are looking forward to golden harvests.

If it proves anything like the success that is anticipated, it is even proposed to erect structures of this kind elsewhere. But that, at present, is merely a dream of the future.

No estimate is published of the cost of constructing the new aerial tower, but it will certainly run into a tremendous sum. The promoters, nevertheless, look for a 20 per cent. dividend.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Australien*, from Marseilles, May 4.—To Saigon: Mr. and Mrs. Dejean de la Baie. To Batavia: Mr. C. Van Lelyveld.

Per P. and O. steamer *Arctica*, connecting with the steamer *Chusan*, at Colombo, from London, April 19.—To Yokohama: Mr. T. W. Schofield. To Shanghai: Mr. E. F. High. Mrs. McQueen, Mr. A. W. Swallow. To Hongkong: Mr. E. F. High. Mrs. McQueen, Mr. A. W. Swallow. To Shanghai: Mr. E. F. High. Mrs. McQueen, Mr. A. W. Swallow.

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MIKE MARU M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 23rd May, at Noon.
KUMANO MARU E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 30th May, at Noon.
HITACHI MARU J. Campbell	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 31st May, at Daylight.
KASUGA MARU H. Fraser	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 31st May, at Noon.
RIOJUN MARU N. Ohno	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd June, at 4 P.M.

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 For Bangkok—Per *Maheue*, to-morrow, the 21st instant, at 9 A.M.
 For Swatow—Per *Thales*, to-morrow, the 21st instant, at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, to-morrow, the 21st instant, at 11 A.M.
 For Moji—Per *Polypheus*, to-morrow, the 21st instant, at 11 A.M.
 For Tsingtau, Chefoo and Newchwang—Per *Triumph*, to-morrow, the 21st instant, at 11 A.M.
 For Macao—Per *Leungshan*, to-morrow, the 21st instant, at 1.15 P.M.
 For Bangkok—Per *Dell*, to-morrow, the 21st instant, at 3 P.M.
 For Ningpo and Shanghai—Per *Paoting*, to-morrow, the 21st instant, at 4 P.M.
 For Taku—Per *Clive*, to-morrow, the 21st instant, at 4 P.M.
 For Haiphong—Per *Carl Diederichsen*, to-morrow, the 21st instant, at 5 P.M.
 For Canton—Per *Futshan*, to-morrow, the 21st instant, at 5 P.M.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle—Per *Kaga Maru*, on Thursday, the 22nd instant, at 3 P.M.
 For Manila—Per *Loonchong*, on Thursday, the 22nd instant, at 3 P.M.
 For Shanghai—Per *Tital*, on Thursday, the 22nd instant, at 5 P.M.
 For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, on Friday, the 23rd inst., at 11 A.M.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Victoria*, on Saturday, the 24th instant, at 10 A.M.
 For Swatow, Amoy and Foochow—Per *Amoy Maru*, on Saturday, the 24th instant, at 10 A.M.
 For Europe, &c., India, via Taticorin—Per *Ballaarat*, on Saturday, the 24th instant, at 11 A.M.
 For Srigala, Colombo and Bombay—Per *Austria*, on Saturday, the 24th inst., at 1 P.M.
 For Europe, &c., India, via Taticorin—Per *Prima Regent Luitbold*, on Wednesday, the 28th instant, at 11 A.M.

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Steamers.
 AMARA, British steamer, 1,656 C. J. Mattock, 13th May, Samarang and Sourabaya—3rd May, Sugar—Jardine, Matheson & Co.
 AMOY, German steamer, 662, H. Plambeck, 16th May, Newchwang 9th May, Bean Oil, Beans and General—Sander, Weller & Co.
 ANPING MARU, Japanese steamer, 1,083, K. Suzuki, 17th May, Foochow via Amoy and Swatow 16th May, General—Mitsui Bussan Kaisha.
 ARRATON APCAR, British steamer, 2,879, A. Stewart, 18th May, Calcutta via Penang and Singapore 13th May, General—David Sassoon & Co., Ltd.
 ATHENIAN, British steamer, 1,880, H. Mowat, 6th May, Vancouver 7th April, and Shanghai 3rd May, General—C. P. R. Co.
 CANTON, British steamer, 1,110, Stoker, 18th May, Hongkong 15th May, Coal—Jardine, Matheson & Co.
 CHELYDRA, British steamer, 1,574, R. Cox, 18th May, Saigon 14th May, Rice—Jardine, Matheson & Co.
 CHOWTAT, German steamer, 1,115, A. Müller, 18th May, Bangkok 10th May, Rice and Teakwood—Butterfield & Swire.
 CLIVE, British steamer, 1,701, A. J. G. Piffard, 16th May, Bombay 22nd April, General—Government.
 CROWN OF ARRAGON, British steamer, 1,474, I. G. Doward, 13th May, Saigon 8th May, General—Gilmann & Co.
 DEWAWONGSE, German steamer, 1,057, H. Haynes, 14th May, Bangkok 8th May, Rice—Butterfield & Swire.
 DIAMANTE, British steamer, 1,254, J. Rattenbury, 14th May, Singapore and Saigon 10th May, Sugar and Rice—Shewan, Tomes & Co.
 ELSE, German steamer, 832, Reikie, 15th May, Saigon 10th May, Rice—Jensen & Co.
 GERMAN, German steamer, 650, Uderup, 12th May, Hoihow 11th May, Rice and Pigs—Jensen & Co.
 HAIMUN, British steamer, 616, W. Passmore, 16th May, Foochow 14th May, and Amoy 15th, General—Douglas, Laprak & Co.
 HONGKONG, French steamer, 742, J. Pannier, 16th May, Haiphong 13th May, General—A. R. Marty.
 HONGKONG MARU, Japanese steamer, 6,159, W. E. Filmer, 14th May, San Francisco 15th April, via Honolulu 22nd, Yokohama 6th May, Kobe 7th, Nagasaki 9th, and Shanghai 14th, Mails and General—J. S. Van Buren.
 IRADAN, British steamer, 473, W. Winch, 8th May, Bangkok 29th April, Rice—Order.
 INDRAKURA, British steamer, 1,152, A. E. Hollingsworth, 12th May, Penang, Or. and April, General—Dodwell & Co., Ltd.
 KA MARU, Japanese steamer, 3,907, J. W. Eckstrand, 10th May, Seattle, U.S.A. via Japan and Shanghai 7th May, Flour, Match and Silver—Nippon Yusen Kaisha.
 LONG, British steamer, 1,024, G. H. Penneker, 5th May, Manila 2nd May, General—Butterfield & Swire.
 LORAN, British steamer, 1,050, J. Speed, 17th May, Moji 14th May, Coal—Butterfield & Swire.
 LORAN, German steamer, 1,237, F. Weidlich, 17th May, Bangkok 7th May, Rice—Butterfield & Swire.
 LORAN, German steamer, 995, G. Wendig, 17th May, Bangkok 9th May, Rice—Butterfield & Swire.
 LORAN, German steamer, 1,237, F. Weidlich, 17th May, Bangkok 7th May, Rice—Butterfield & Swire.
 LORAN, German steamer, 1,237, F. Weidlich, 17th May, Bangkok 7th May, Rice—Butterfield & Swire.

Shipping Vessels.
 ALCEDES, British 4-masted bark, 2,294, L. C. Dart, 12th April, Kobe, 27th Mar, General—Arnhold, Karberg & Co.
 ANDROMEDA, British ship, 1,762, Fulton, 8th April, New York 25th Oct., Kerosene Oil—Standard Oil Co.
 AUSTRASIA, British ship, 2,587, Ewart, 14th May, New York 7th Mar, Case Oil—Standard Oil Co.
 COMET, British sailing-vessel, 3,000, W. G. Davis, 28th April, Kobe 11th April, Ballast—Standard Oil Co.
 FORPASTURE, British bark, 1,300, R. Purdy, 28th April, Geraldton (West Australia) 20th Feb., Sandalwood—Jardine, Matheson & Co.
 LEICESTER CASTLE, British ship, 2,000, R. D. Peattie, 4th Mar, New York 31st Sept., Case Oil—Standard Oil Co.
 THISTLE, British bark, 1,200, Owen Williams, 12th April, Fremantle, West Australia 7th Feb., Sandalwood—Siemssen & Co.

AGENDA.

Gospel Hall.
 6 Arsenal Street, Top Floor,
 Off Queen's Road, East.
 Meetings are held as follows:—
 SUNDAY, Acts 2:42 11 a.m.
 Gospel Address 6 p.m.
 TUESDAY, Sabbath School and Bible Class, 6 p.m.
 THURSDAY, Sabbath School and Bible Class, 6 p.m.
 SATURDAY, Sabbath School and Bible Class, 6 p.m.
 Prayer Meeting 6 p.m.
 A hearty welcome given to all.

SHIPPING AND MAIL NEWS.

MAILS DUE.
 American (China) to-morrow.
 English (China) 23rd inst.
 Indian (Lightning) 25th inst.
 Australian (Eastern) 25th inst.
 Canadian (Empress of China) 26th inst.
 German (Hamburg) 28th inst.
 American (Doric) 28th inst.
 The Canadian Pacific Railway Co.'s steamer *Tatlar*, arrived at New York on the 17th inst.
 The D. S. & Co.'s steamer *Lightning* from Calcutta left Singapore for this port yesterday afternoon the 19th inst.
 The P. M. S. S. Co.'s steamer *Doric* with mails, &c., from San Francisco to the 1st inst. via Honolulu, has arrived at Yokohama, and leaves for this port to-morrow morning via Inland Sea, Kobe, Nagasaki and Shanghai.
 The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Yokohama at 7 p.m., on Sunday the 18th inst., and left again at noon on Monday for Kobe where she is due to arrive at noon on Tuesday the 20th inst.
 The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Nagasaki at 5.30 a.m., on Monday, the 19th inst., and leave again at 5 p.m., same day for Kobe where she is due to arrive at 11 p.m., on Tuesday the 20th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Shermalad at Kowloon Dock.
Haimun " " "
Katfong " " "
Isla de Cuba " " "
Quarta " " "
Amara " " "
Formosa " " "
Victoria " " "
 Cosmopolitan

PASSED THE CANAL.
 Outward—25th April—*Hermiston*, *Peleus*, 2nd May—*Trist*, *Kadnorshire*, *Manchuria*, *Stentor*, 5th May—*Shanghai*, *Tienhai*, *Atahli*, *Erica*, *Repton*, *Glentworth*, 9th May—*Antonia*, *Sandila*, *Angara*, *Alcinous*, 16th May—*Idemeneus*, *Nestor*, *Sydney*, *Queen Christina*, *Colonna*, *Main*, *Seneca*.
 Homeward—6th May—*Canton*, *Hakala*, *Maru*, *Italia*, 9th May—*Kawachi*, *Maru*.
 Arrivals at Home—2nd May—*Baku*, *Rowday*, *Standard*, *Tydeus*, 6th May—*Ernest Simon*, *Sikhonia*, 9th May—*Lowther Castle*, *Bayern*.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers, and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—
 April 14th.
 The officers of the s.s. *Fushun* are:—Capt. Lewis H. Rukard, chief mate Malcolm A. Chilli, second mate Jacob Call, chief engineer Donald Serr, 2nd engineer J. R. McBain, 3rd engineer Aubrey Smart.
 April 21st.
 The officers of the s.s. *Pekin* are:—E. M. McBarney, Chief officer; E. H. Orchard, 2nd officer; from R.M.S. *Persia*; A. H. Ayres, 3rd officer; H. J. Jones, 4th officer; from R.M.S. *Parosmilla*.
 April 26th.
 The officers of the s.s. *Zafiro*—A. Frayer, chief officer E. W. Hecker, promoted to 2nd officer vice J. Laing, on vacation, T. C. Swaby, ex-P. & O. *Chusan* appointed 3rd officer, 4th officer position vacant. A. Henderson, chief engineer vice W. Roberts, retired J. C. A. Smith, 2nd engineer J. Carsons, 3rd engineer J. Pluge 4th engineer.
 May 1st.
 The s.s. *Moyune*—Mr. W. L. Halls, late Chief engineer stopped back on leave Mr. R. T. Brown, late of the Ben Line takes his place. The s.s. *Faustang*—Capt. S. J. Payne, relieved Capt. S. A. Mitchell. Capt. Mitchell gone home for new ship.
 May 3rd.
 The officers of the s.s. *Serbia* are:—Mr. H. Engel, 2nd officer, on leave in Hamburg, and Mr. L. Schimbeck, 3rd officer, his place. The s.s. *Waller*—Mr. W. H. Handers, 2nd engineer A. Knauk, came on board at Hamburg.
 May 5th.
 The s.s. *Duke of Fife*—A new fourth officer has been appointed, viz. H. L. Quick, late of British ship *Pinnore*.
 May 6th.
 The officers of the s.s. *Yuenhsing* are:—Capt. B. H. Walter, Mr. Meyrick, chief officer, Mr. R. Lawrence Threlfall, 2nd officer, Mr. Bertie Wise, 3rd officer, Mr. Will Gow, chief engineer, Mr. L. P. Thomas and engineer, Mr. J. Legg, 4th engineer.

May 10th.
 The officers of the s.s. *Zai Sang* are:—Chief officer Mr. Courtney, and officers V. Mc C. Liddell, 3rd officer E. Costling, Chief engineer J. D. Mackracken, and engineer Simpson, 3rd engineer Nurdock, 4th engineer Tillery.
 May 10th.
 The officers of the s.s. *Tsinan* are:—Capt. Charles Lindhugh, chief officer D. J. Bridger, and officer C. Plunkett Cole, 3rd officer A. W. Fundlay, chief engineer J. Runcle, 2nd engineer A. H. Beale, 3rd engineer P. Macquire, 4th engineer D. Macrae.
 May 13th.
 The officers of the s.s. *Gaelic* are:—Commander William Finch, R.N.R. Chief officer W. F. Morgan, Chief engineer John Richardson, Purser Geo. E. Chapin, Surgeon F. H. Gates, M.D. Freight Clerk Alex. Morphy.
 May 15th.
 The officers of the s.s. *Victoria* are:—Mr. A. Dehnst, formerly 2nd officer now here as Chief officer, 2nd officer F. Wangren, 3rd officer, Northdyke, and 4th officer Peterson, joined the ship at Tacoma.
 May 17th.
 The officers of the s.s. *Haimun* are:—Chief officer C. Mutton, and officer Williams, 3rd officer R. Hately, chief engineer Mr. A. F. Ramsey, and E. A. R. Sayers, 3rd A. J. Walters.

VISITORS AT THE HONGKONG HOTEL.
 Anderson, Capt. and John, E. R.
 Mrs. Johnston, A.
 Andrews, D. W.
 Jones, C. C.
 Bailey, W. S.
 Joseph, Mr. and Mrs.
 Barlow, H. J.
 Katsch, E. A.
 Barlow, F. C.
 Kellerman, E. H.
 Mrs. C. W.
 Kiene, F.
 Bell, J. T.
 Laewenstein, M. F.
 Bennett, J. V.
 Lauder, F. A.
 Beringer, Dr.
 Lee, I. E.
 Black, J.
 Luc, Mr.
 Boland, C. P.
 Manuoni, J.
 Bonk, C.
 Marlow, W. T.
 Bonner, E. A.
 Marry, Mr. and Mrs.
 Bouchier, Mrs. A.
 McDermotte, L.
 Bover, Mr.
 Meurer, A.
 Bower, Dr.
 Milton, Mr. and Mrs.
 Brown, F. W.
 Mitchell, F. J.
 Buttershaw, Major
 Moullet, H.
 Cameron, D. H.
 Munro, H. H.
 Cathart, A. H.
 Murphy, Mr. and Mrs.
 Clark, Dr. F.
 O. O.
 Cole, G. C.
 Osborn, Mrs.
 Crago, Dr. J. C.
 Parfitt, W. G.
 Coutre, Dr. A.
 Pearce, Dr. W. W.
 Davies, Mrs. W. and
 Pitcher, A. J.
 child
 Plant, Mr. and Mrs. J. H.
 Dermotte, L. M.
 Plant, Miss
 Donaldson, Mr. & Mrs.
 Qanqhorne, M. M.
 Edwards, F. W.
 Rhodes, S.
 Einmann, W.
 Sauter, H.
 Evans, N. G.
 Schwob, R.
 Fey, Capt. and Mrs.
 Simmers, Mr. and Mrs.
 Fisher, H. G.
 Sinner, H.
 Foss, B. F.
 Skott, C.
 Gibson, W. S.
 Skewin, E. A.
 Glover, C.
 Stenfield, F. X.
 Goldsmith, H. E.
 Stephens, Mr. & Mrs.
 Graham, W. D.
 M. J. D.
 Grant, A. W.
 Thomson, Dr. J. C.
 Grant, John
 Thorne, F. W.
 Grospeed, F. B.
 Thornton, G.
 Halliday, E.
 Walker, W. B.
 Heaps, E. J.
 Warren, Mr. and Mrs.
 Hillman, G. G. O.
 Watkins, C. A.
 Hobden, Mr.
 Whitley, W. J. G.
 Hollingsworth, A.
 Whitton, Mrs. A. M.
 Howard, Thos.
 Wilson, Miss C.
 Huke, Mr. and Mrs. N.
 Woods, Miss
 Hunter, Dr. W.
 Johansen, Mr. E.

VISITORS AT THE QUEEN'S HOTEL.

THE CONNAUGHT HOTEL.
 Arima, Mr.
 Beck, J.
 Browning, Mrs.
 Dufour, Mrs.
 Fisher, Mr.
 Grossman, A. Mrs.
 Guisele, A. M.
 Hauf, Mr.
 Honan, Miss
 MacKenzie, Mrs. C.
 Marshall, H.
 Martin, Mr.
 Millar, Mr.
 Miller, A. L.
 Mitchell, D. K.
 Mitchell, Mrs.
 Moffatt, G.
 Money, Mrs. K. W.
 Needham, J.
 Robinson, Mr. & A. E.
 Smith, Mr. and Mrs.
 Stanford, W. E. D.
 Theisen, F. W.
 Tiel, H.
 Watson, Major & Mrs. J. J. C.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beatlie, James
 Benson, Capt. and Mrs.
 Bewley, Major
 Blood, G.
 Brabazon, Ralph A.
 Brayde, H. F. R.
 Brown, R. E. Col. L. F.
 Bryant, G. H.
 Chapman, W. G.
 Clarke, W.
 Cochran, T. P.
 Comrie, A. F.
 Coppin, A. G.
 Cottam, J. P.
 Dann, Mr. and Mrs. G.
 H.
 Denny, D.A.A.G., Major
 and Mrs.
 Drayson, Mr. & Mrs.
 Dunford, Mrs. & child
 Edwards, Mrs.
 Ferrier, A.R.D., Lieut.
 Col. and Mrs.
 Forbes, Andrew
 Fraser, Mr. and Mrs.
 H. W.
 Grant, G. C. Lindsay
 Grimble, Mrs. Geo.
 Hamilton, Major
 Hansen, Beatrie E.
 Houten, J. von
 Hughes, Mr. and Mrs.
 Owen
 Hughes, Col.
 Jeffries, H. N.
 Johnson, C.R.A., Lieut.
 Col. R. F.
 Libeaud, E. V.
 Libeaud, E. V.
 Martin, R.
 McDermott, A. P.
 Macmillan, A. C.
 Miller, Mr. and Mrs.
 Mitchell, Robert
 Orrell, W.
 Osborne, R.A., Major
 Otto, W.
 Eit, R.N., Mr. John
 Renzie, A. H.
 Ross, Alexander
 Rumsey, R.N., Hon.
 Murray
 Saver, Mrs.
 Sinclair, A.
 Stoddard, John
 Stokes, A. G.
 Thomson, J. S.
 Volpicelli, Mr. & Mrs.
 Wheeler, W. H.
 Wheeler, Colonel
 Wilson, J. A.

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 Helms, W.
 Wilgess, Mr. and Mrs.
 Surplice, Mr. and Mrs.
 H. J.

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 Ross, S. B. C.
 Hegen, M.
 Stansbury, Lieut. and Mrs.
 Helms, T.
 Mrs. and child
 Keith, Mr. and Mrs.
 Steffen, P.
 and 2 children
 Tuttle, J. R.
 Marshall, Mr. & Mrs.
 Wheeler, Mr. and Mrs.
 Mitchell, J. H.
 Wilson, J.
 Riley, F.

VISITORS AT THE KOWLOON HOTEL.

Bowie, Col. A. J.
 Hooper, U.S.N., Mr. & Mrs.
 Cairns, Mrs.
 Mrs. F. T.
 Cairns, Master
 Hutchison, Capt. and Mrs.
 Crockett, Mrs.
 Mrs. J.
 Crockett, Miss
 Mesgravy, C. P.
 Gibson, Mr. and Mrs.
 Newberry, C.
 Hedden, S.
 Thomas, Mrs. B.

OPTUM QUOTATIONS.

Hongkong, 20th May.
 To-day's quotations are as follows:—
 BENGAL—New Patna @ \$502 1/2
 Old Patna @ 890
 New Benares @ 890
 Old Benares @ 920 nom.
 MALWA—New @ \$890
 Last year's @ 950/80
 2 1/2 years' old @ 920/30
 3 1/2 years' old @ 930/40
 Putterfore @ 940
 PERSIAN—Superior drug was sold @ \$75/560

CHINA COAST METEOROLOGICAL REGISTER.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
Wladivostok	2 p.m.	29.55	62	—	SE	3	c
Tokio	"	29.78	—	—	SE	2	c
Kochi	"	29.87	—	—	SW	2	c
Nagasaki	"	29.72	—	—	NE	6	c
Kagoshima	"	29.72	—	—	SE	6	c
Taihu	1 p.m.	29.78	—	—	W	6	c
Taihu	"	29.81	—	—	W	4	c
Taihu	"	29.82	—	—	SW	4	c
Pescadores	"	29.85	—	—	SW	4	c
Guilaf	3 p.m.	29.77	68	85	NNW	5	cv
Sharp Peak	"	29.69	80	80	SE	2	b
Amoy	2.30 p.m.	29.78	84	—	SE	2	b
Swatow	3 p.m.	29.79	80	96	—	0	or
Hongkong	4 p.m.	29.78	84	75	WSW	1	o
Victoria Peak	"	29.78	84	—	SW	5	c
Gap Rock	"	29.76	—	—	SSW	3	c
Haiphong	4 p.m.	29.78	84	—	SW	1	c
Manila	4 p.m.	29.69	90	66	W	3	o
Bicolod	3 p.m.	—	—	—	W	4	c
Bicolod	"	—	—	—	SW	2	o
Cebu	"	29.77	81	—	NE	3	o
C. St. James	"	29.75	88	—	N	2	o

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
Wladivostok	7 a.m.	29.58	51	86	—	0	o
Tokio	6 a.m.	29.74	—	—	E	1	c
Kochi	"	29.68	—	—	NE	6	c
Nagasaki	"	29.68	—	—	—	0	c
Kagoshima	"	29.68	—	—	—	0	c
Taihu	5 a.m.	29.75	—	—	—	0	c
Taihu	"	29.74	—	—	—	0	c
Taihu	"	29.74	—	—	—	0	c
Koshun	"	29.72	—	—	NW	2	c
Pescadores	"	29.72	—	—	SW	6	c
Guilaf	9 a.m.	29.93	64	89	NE	2	cv
Sharp Peak	"	29.81	72	88	N	3	or
Amoy	6.30 a.m.	29.76	77	91	SW	2	c
Swatow	9 a.m.	—	—	—	—	—	—
Canton	10 a.m.	29.81	79	84	NW	1	o
Victoria Peak	"	29.80	79	—	SW	1	c
Gap Rock	"	29.81	—	—	ESE	4	c
Macao	"	29.80	79	—	S	1	o
Haiphong	7 a.m.	29.76	90	66	W	2	o
Manila	10 a.m.	29.76	90	66	W	2	o
Malate	9 a.m.	—	—	—	W	3	c
Bicolod	"	—	—	—	—	—	—
Hilo	"	29.84	84	—	S	3	c
Cebu	"	29.87	85	—	S	3	c
C. St. James	7 a.m.	—	—	—	—	—	—

On the 20th at 12.10 p.m. The barometer has risen over the E. coast of China, fallen elsewhere. The depression is the North has moved Eastwards and is now lying over Central Japan. Another low pressure area seems to be lying to the N.E. of Luzon. Forecast—variable winds, light or moderate; thundershowers.

F. G. Figg,
 Acting Director.
 Hongkong Observatory, May 20th, 1902.

PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Amoy, &c.	Kwange	May 24
Anping, &c.	Maiduru Maru	May 28
Bombay, &c.	Mike Maru	May 23
Bremen, &c.	Preussen	June 12
"	Prinzess Irene	Sept. 18
"	P. R. Luitpold	May 28
"	Hamburg	June 26
"	Prinz Heinrich	July 10
Foochow, &c.	Anping Maru	June 1
Haue & Hamburg	Saxonia	May 21
"	Suevia	June 18
"	Strassburg	July 1
"	Sambria	July 15
"	Kurasa Maru	May 30
Kobe & Yokohama	Sado Maru	May 29
Liverpool	Achilles	May 21
"	Deucalion	June 10
"	Glaucus	May 26
London	Agamemnon	June 10
"	Stentor	June 24
"	Alcinous	July 8
"	Ballaarat	May 24
"	Benlomond	June

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